ODS 301

OBSTRUCTION DATA SHEET

ODS 301
WILL ROGERS WORLD AIRPORT
OKLAHOMA CITY, OKLAHOMA

DIGITIZED FROM

OC 301
SURVEYED DECEMBER 1988
11TH EDITION

PREPARED AND DISTRIBUTED BY
THE NATIONAL OCEAN SERVICE
U.S. DEPARTMENT OF COMMERCE
FOR THE FEDERAL AVIATION ADMINISTRATION

C 55.411/3:

OBSTRUCTION DATA SHEET

The Obstruction Data Sheet (ODS) provides digital obstruction and runway data for use in aircraft arrival and departure planning. This information has been obtained using field survey and photogrammetric methods by the Photogrammetry Branch of the National Ocean Service in accordance with Federal Aviation Regulations Part 77 (FAR-77), "Objects Affecting Navigable Airspace" and FAA Nr. 405, "Specifications - Airport Obstruction Chart and Related Products."

The ODS is a derivative of the Airport Obstruction Chart (OC). The source OC is indicated on the ODS cover. All objects, both obstructing and nonobstructing, that carry an elevation on the OC are listed in the ODS. The ODS (and OC) depict a representation of objects that existed at the time of the OC field survey.

ODS information is arranged as follows:

1. Objects located in FAR-77 approach (including supplemental approaches if present) or primary areas are listed with the associated runway (reference runway). For example, all objects in the Runway 9R approach or primary are listed with Runway 9R. Distances to these objects are computed from both the physical end and threshold of Runway 9R. Objects in the Runway 27L approach or primary are listed with Runway 27L. (Objects in the common 9R/27L primary area are listed with both runways.)

2. All objects not included in "1" above are listed with the Airport Reference Point (ARP).

3. Runway configuration and runway lengths, widths, and elevations are presented on the ODS last page.

The FAR-77 imaginary approach surfaces for which the obstruction surveys were performed are coded in the ODS as follows (see footnote 2 on page 3):

A(V) ..... Utility runway - visual approach only
A(NP) .... Utility runway - nonprecision instrument approach
B(V) ..... Nonutility runway - visual approach only
C .... Nonutility runway - nonprecision instrument approach with visibility minimums greater than 3/4 mile
D .... Nonutility runway - nonprecision instrument approach with visibility minimums as low as 3/4 mile
PIR ...... Precision instrument runway
SUPLC ... Supplemental C underlying a B(V)

FAR-77 imaginary surface dimensions are defined on page 2 of this report.

Primary surface width is determined by the widest approach at the two approach/primary interfaces for that runway.

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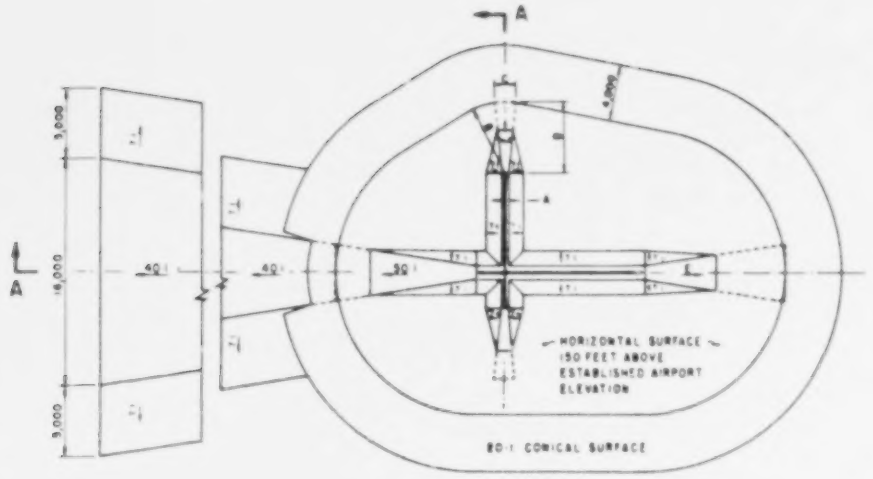
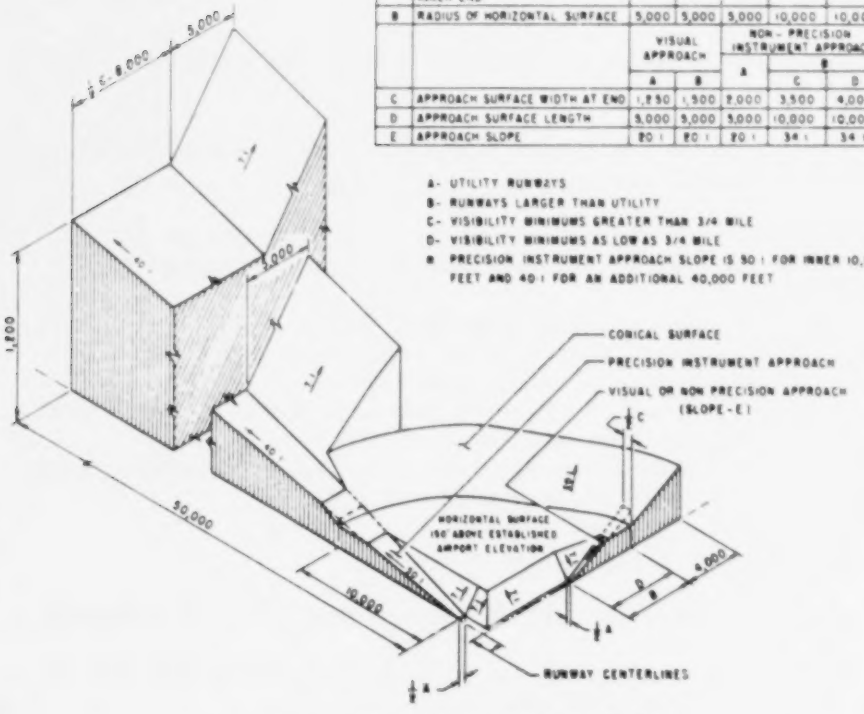


DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
		A	B	A	B		
					C	D	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000
		VISUAL APPROACH		NON-PRECISION INSTRUMENT APPROACH			PRECISION INSTRUMENT APPROACH
		A	B	A	B		
					C	D	
C	APPROACH SURFACE WIDTH AT END	1,250	1,500	2,000	3,500	4,000	16,000
D	APPROACH SURFACE LENGTH	5,000	5,000	5,000	10,000	10,000	*
E	APPROACH SLOPE	20:1	20:1	20:1	34:1	34:1	*

A- UTILITY RUNWAYS
B- RUNWAYS LARGER THAN UTILITY
C- VISIBILITY MINIMUMS GREATER THAN 3/4 MILE
D- VISIBILITY MINIMUMS AS LOW AS 3/4 MILE
* PRECISION INSTRUMENT APPROACH SLOPE IS 50:1 FOR INNER 10,000 FEET AND 40:1 FOR AN ADDITIONAL 40,000 FEET



ISOMETRIC VIEW OF SECTION A-A

FAR-77 CIVIL AIRPORT IMAGINARY SURFACES

ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

X[1] X[2] XXXX/XXXX[3] XXXXXX.XXX[4] XXXXXXX.XXX[4] XXXXXXX[5] XXXX/XXXX[6] XXXXXX.XXX[7] XXXXXXX.XXX[7]

OBJECT	LAT	LONG	A[8]	ELEV[9]	AGL[10]	HAR[11]	HAT[11]	HAA[11]	DEND[12]	DTHR[12]	DCLN[12]	PNTR[13]
XXXXXXXXXXX	XXXXXX.XXX	XXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX
XXXXXXXXXXX	XXXXXX.XXX	XXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX

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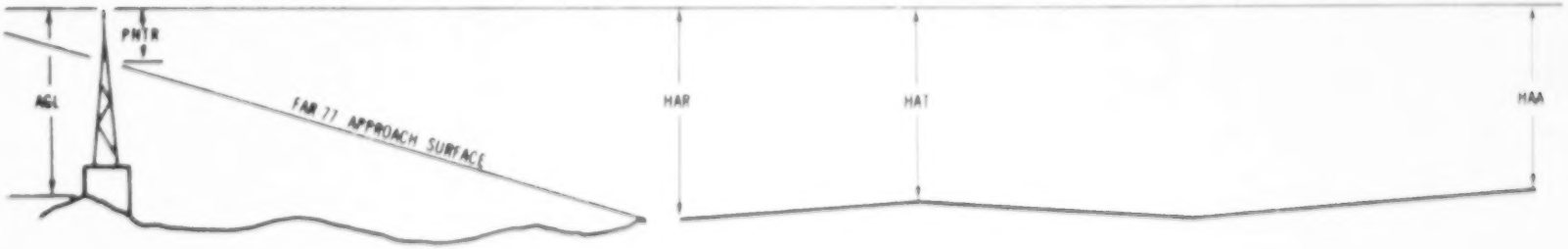
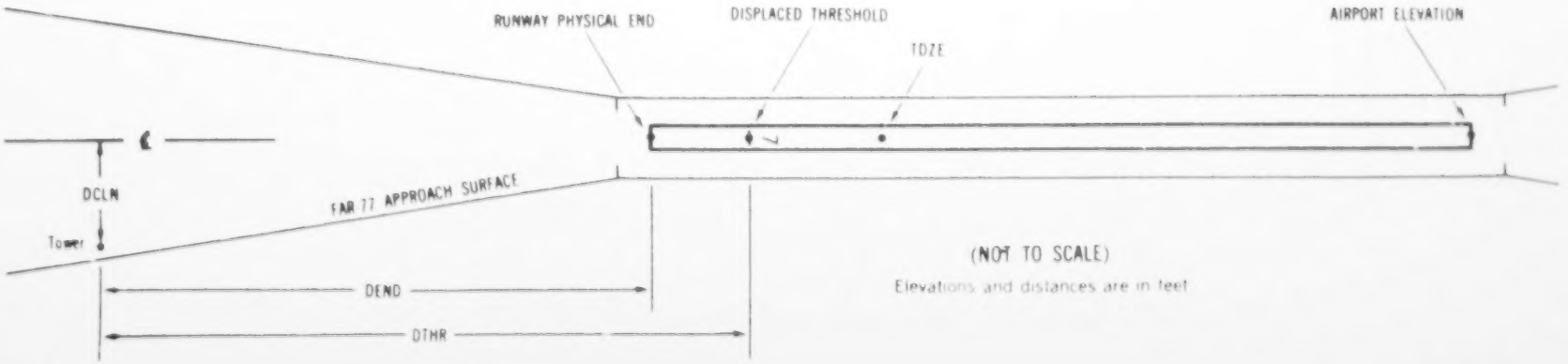




(NOT TO SCALE)

Elevations and distances are in feet

EXPLANATION OF FOOTNOTES

[1] Data block identifier. If a runway number is entered (reference runway), this data block will contain data pertinent to the reference runway and to objects in the FAR-77 approach and primary area of the reference runway. If ARP is entered, this data block will contain the ARP position and data relative to all objects not in an FAR-77 approach or primary area.

[2] For the reference runway, the lowest FAR-77 approach surface for which an obstruction survey was performed. (More than one surface may be surveyed.)

[3] Reference runway approach physical end elevation/touchdown zone elevation

[4] Latitude and longitude of reference runway approach physical end

[5] Reference runway geodetic azimuth reckoned clockwise from south

[6] Reference runway displaced threshold elevation/touchdown zone elevation

[7] Latitude and longitude of reference runway displaced threshold

[8] Accuracy Code:

Horizontal	Vertical
1 = 20	A = 2
2 = 40	B = 5
	C = 20

[9] Mean Sea Level (MSL) elevation at top of object. This value includes 15 feet added to noninterstate roads, 17 feet added to interstate roads, and 23 feet added to railroad tracks.

[10] Height above ground level (AGL). AGLs are provided only for those objects appearing on the OC that are equal to, or greater than, 200 feet AGL. AGL accuracy is ±10 feet.

[11] HAA - Height above airport
HAR - Height above reference runway approach physical end
HAT - Height above reference runway touchdown zone elevation

[12] DEND - Distance along reference runway centerline from point perpendicular to object to reference runway approach physical end
DTHR - Distance along reference runway centerline from point perpendicular to object to reference runway threshold
DCLN - Distance left (L) or right (R) of reference runway centerline as observed facing forward in a landing aircraft.

A negative value for DEND or DTHR indicates object is in primary area on roll-out side of zero distance point.

[13] PNTR - Penetration of indicated FAR-77 approach or primary surface (see footnote 2).

OC0301

AIRPORT ELEVATION 1295

12 PIR 1279/1279 352416.375N 0973656.117W 3150330

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
ROD ON ELECTRICAL BOX	352319.65	0973555.55	1A	1290		11	11	-5	-7602		501R	4
OL ON LIGHTED WINDSOCK	352327.01	0973600.28	1A	1291		12	12	-4	-6798		253R	5
LIGHT STANDARD	352405.63	0973650.51	1A	1302		23	23	7	-1097		438R	25
OL ON LIGHTED WINDSOCK	352412.51	0973647.16	1A	1284		5	5	-11	-800		249L	6
ROAD (N)	352416.67	0973705.96	1A	1289		10	10	-6	597		556R	2
ROAD (N)	352424.59	0973705.88	1A	1288		9	9	-7	1159		15L	-10
TREE	352425.29	0973705.40	1A	1294		15	15	-1	1180		93L	-5
TREE	352434.83	0973710.51	1A	1317		38	38	22	2162		475L	-1

30 SUPLC 1286/1286 352321.765N 0973549.575W 1350409

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL ON LIGHTEL WINDSOCK	352412.51	0973647.16	1A	1284		-2	-2	-11	-7000		249R	6
LIGHT STANDARD	352405.63	0973650.51	1A	1302		16	16	7	-6703		438L	25
OL ON LIGHTED WINDSOCK	352327.01	0973600.28	1A	1291		5	5	-4	-1001		253L	5
ROD ON ELECTRICAL BOX	352319.65	0973555.55	1A	1290		4	4	-5	-198		501L	4
OL ON LIGHTED WINDSOCK	352251.31	0973522.03	1A	1289		3	3	-6	3791		560L	-103
ROD ON OL GLIDE SLOPE	352252.18	0973514.15	1A	1317		31	31	22	4189		36L	-86

OC0301

AIRPORT ELEVATION 1295

17L PIR 1286/1286 352418.354N 0973519.055W 3595738

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL ON LIGHTED WINDSOCK	352251.31	0973522.03	1A	1289		3	3	-6	-8801		253R	3
ROD ON OL GLIDE SLOPE	352252.18	0973514.15	1A	1317		31	31	22	-8713		400L	31
OL ON EQUIPMENT BOX	352319.42	0973522.40	1A	1300		14	14	5	-5958		281R	5
ROD ON OL TRANSMISSOMTR	352405.94	0973513.41	1A	1300		14	14	5	-1256		466L	14
OL ON LIGHTED WINDSOCK	352407.57	0973522.08	1A	1291		5	5	-4	-1090		251R	5
ROD ON OL TRANSMISSOMTR	352408.35	0973514.25	1A	1300		14	14	5	-1012		397L	14
GROUND	352421.63	0973525.07	1A	1288		2	2	-7	331		497R	-1
OL ON LOCALIZER	352429.92	0973519.06	1A	1305		19	19	10	1169		0L	0
ANT ON BUILDING AT DME	352430.75	0973522.02	1A	1313		27	27	18	1254		244R	6
ROD ON TOWER	352440.18	0973519.13	1A	1315		29	29	20	2207		4R	-11

35R PIR 1283/1294 352241.419N 0973518.974W 1795739

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
ROD ON OL TRANSMISSOMTR	352408.35	0973514.25	1A	1300		17	6	5	-8789		397R	14
OL ON LIGHTED WINDSOCK	352407.57	0973522.08	1A	1291		8	-3	-4	-8711		251L	5
ROD ON OL TRANSMISSOMTR	352405.94	0973513.41	1A	1300		17	6	5	-8545		466R	14
OL ON EQUIPMENT BOX	352319.42	0973522.40	1A	1300		17	6	5	-3843		281L	5
ROD ON OL GLIDE SLOPE	352252.18	0973514.15	1A	1317		34	23	22	-1088		400R	31
OL ON LIGHTED WINDSOCK	352251.31	0973522.03	1A	1289		6	-5	-6	-1000		253L	3
ANTENNA ON BUILDING	352229.05	0973522.16	1A	1295		12	1	0	1250		264L	-9
ANTENNA ON POLE	352211.55	0973518.95	1A	1309		26	15	14	3020		0L	-30

OC0301

AIRPORT ELEVATION 1295

17R PIR 1282/1282 352421.202N 0973619.459W 3595717

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL ON LIGHTED WINDSOCK	352254.18	0973616.31	1A	1271		-11	-11	-24	-8799		254L	2
OL ON GLIDE SLOPE	352409.82	0973625.51	1A	1317		35	35	22	-1150		502R	35
OL ON LIGHTED WINDSOCK	352413.23	0973616.40	1A	1289		7	7	-6	-806		253L	7
POST	352421.67	0973625.44	1A	1287		5	5	-8	48		495R	5
BUILDING	352431.14	0973622.59	1A	1282		0	0	-13	1005		258R	-16
ROAD (N)	352439.89	0973610.35	1A	1307		25	25	12	1889		756L	-9
ROAD (N)	352441.25	0973619.41	1A	1298		16	16	3	2027		6L	-21

35L C 1263/1277 352244.281N 0973619.365W 1795717

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
POST	352421.67	0973625.44	1A	1287		24	10	-8	-9848		495L	5
OL ON LIGHTED WIND	352413.23	0973616.40	1A	1289		26	12	-6	-8993		253R	7
OL ON GLIDE SLOPE	352409.82	0973625.51	1A	1317		54	40	22	-8649		502L	35
OL ON LIGHTED WINDSOCK	352254.18	0973616.31	1A	1271		8	-6	-24	-1001		254R	2
OL ON LOCALIZER	352231.42	0973619.35	1A	1265		2	-12	-30	1301		0L	-30
OL ON DME	352230.97	0973616.87	1A	1272		9	-5	-23	1346		205R	-25
TREE	352225.68	0973611.32	1A	1289		26	12	-6	1881		665R	-23

18 A(V) 1275/ 352336.502N 0973626.662W 3595756

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
OL ON LIGHTED WINDSOCK	352343.21	0973628.52	1A	1295		20		0	679		154R	-4
OL ON GLIDE SLOPE	352409.82	0973625.51	1A	1317		42		22	3369		97L	-116
OL ON HANGAR	352421.29	0973629.76	1A	1335		60		40	4529		254R	-156
POST	352421.67	0973625.44	1A	1287		12		-8	4567		104L	-206

OC0301

AIRPORT ELEVATION 1295

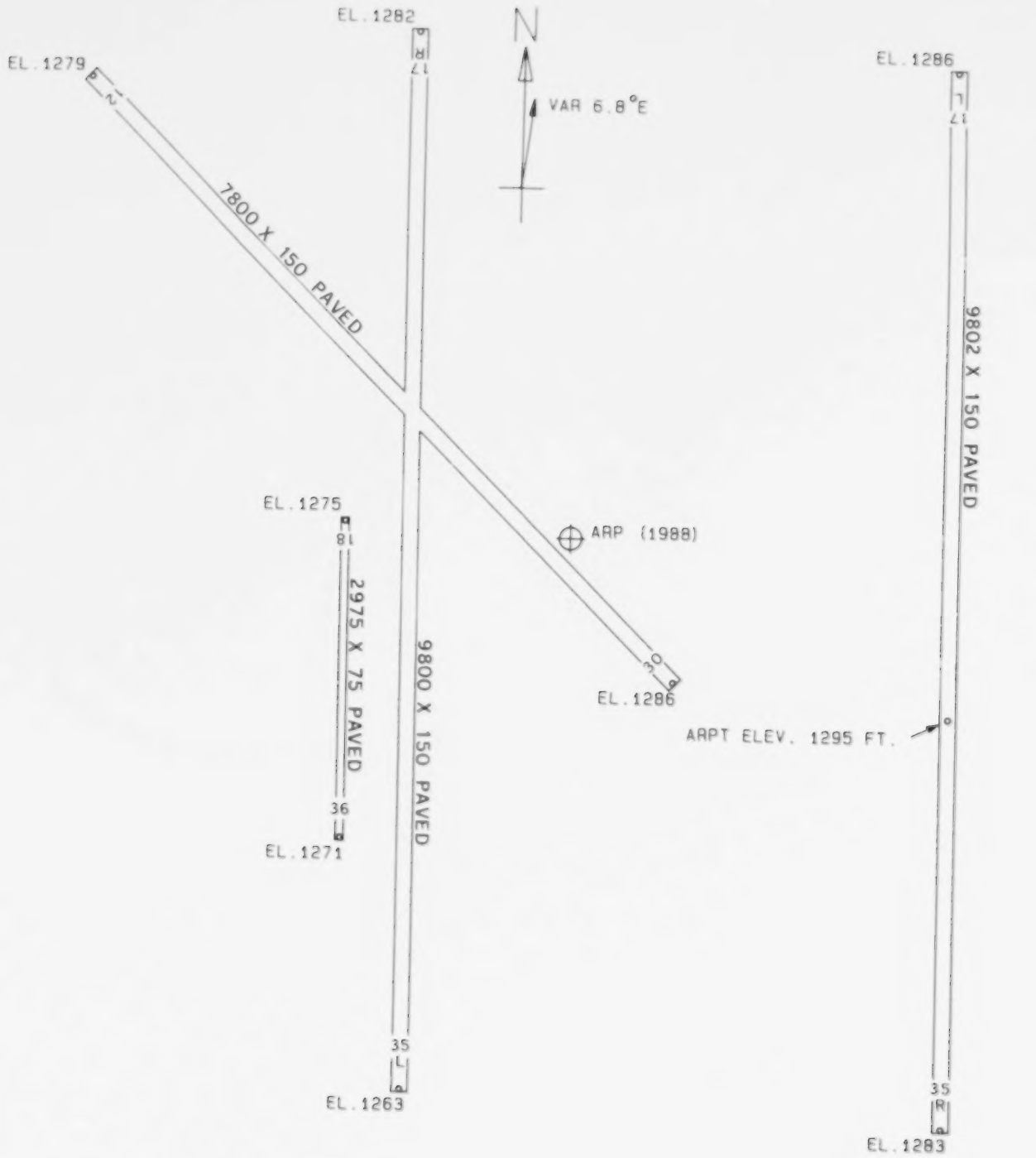
36 A(V) 1271/ 352307.083N 0973626.641W 1795756

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR

*** N O O B S T R U C T I O N S ***

ARP 352334.941N 0973601.514W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
STACK	352342.25	0973543.54	1A	1345		50	56 47	1662
OL ON ANEMOMETER	352317.81	0973600.68	1A	1300		5	170 56	1734
ROD ON TOWER	352317.82	0973600.36	1A	1305		10	170 3	1734
ANTENNA ON OL CONTROL TR	352353.20	0973559.72	1A	1436		141	357 47	1852
OL ON HANGAR	352357.23	0973606.98	1A	1315		20	341 51	2298
ROD ON OL AIRPORT BEACON	352330.56	0973637.78	1A	1324		29	254 49	3035
ROD ON OL DOME	352405.35	0973604.15	1A	1367		72	349 8	3082
OL ON HANGAR	352412.74	0973607.15	1A	1338		43	346 14	3851
ROD ON OL TRANSMISSOMETER	352329.88	0973511.65	1A	1309		14	90 16	4160
TREE	352337.67	0973510.51	1A	1317		22	79 27	4232
ROD ON OL TRANSMISSOMETER	352327.45	0973510.87	1A	1310		15	93 26	4261
TREE	352357.86	0973510.85	1A	1318		23	54 17	4792
OL ON STACK	352403.64	0973652.31	1A	1336		41	297 49	5109
HANGAR	352420.62	0973643.94	1A	1337		42	315 57	5803
ROD ON TOWER	352236.13	0973605.21	1A	1320		25	176 9	5954
OL ON POLE	352416.09	0973705.57	1A	1295		0	301 19	6741
OL ON WATER TANK	352357.72	0973718.80	1B	1434		139	283 0	6801
POLE	352435.33	0973705.23	1A	1312		17	312 23	8069
POLE	352422.30	0973722.15	1A	1329		34	298 51	8215
OL ON WATER TANK	352236.17	0973335.68	1B	1406		111	109 23	13458



TOUCHDOWN ZONE RUNWAY	ELEVATION
12	1279
30	1286
17L	1286
35R	1294
17R	1282
35L	1277

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OKLAHOMA CITY, OKLAHOMA

(NOT TO SCALE)